



Eastern Ave.

(Hall St. to Franklin St.)
Concept Design Meeting
3-7-19



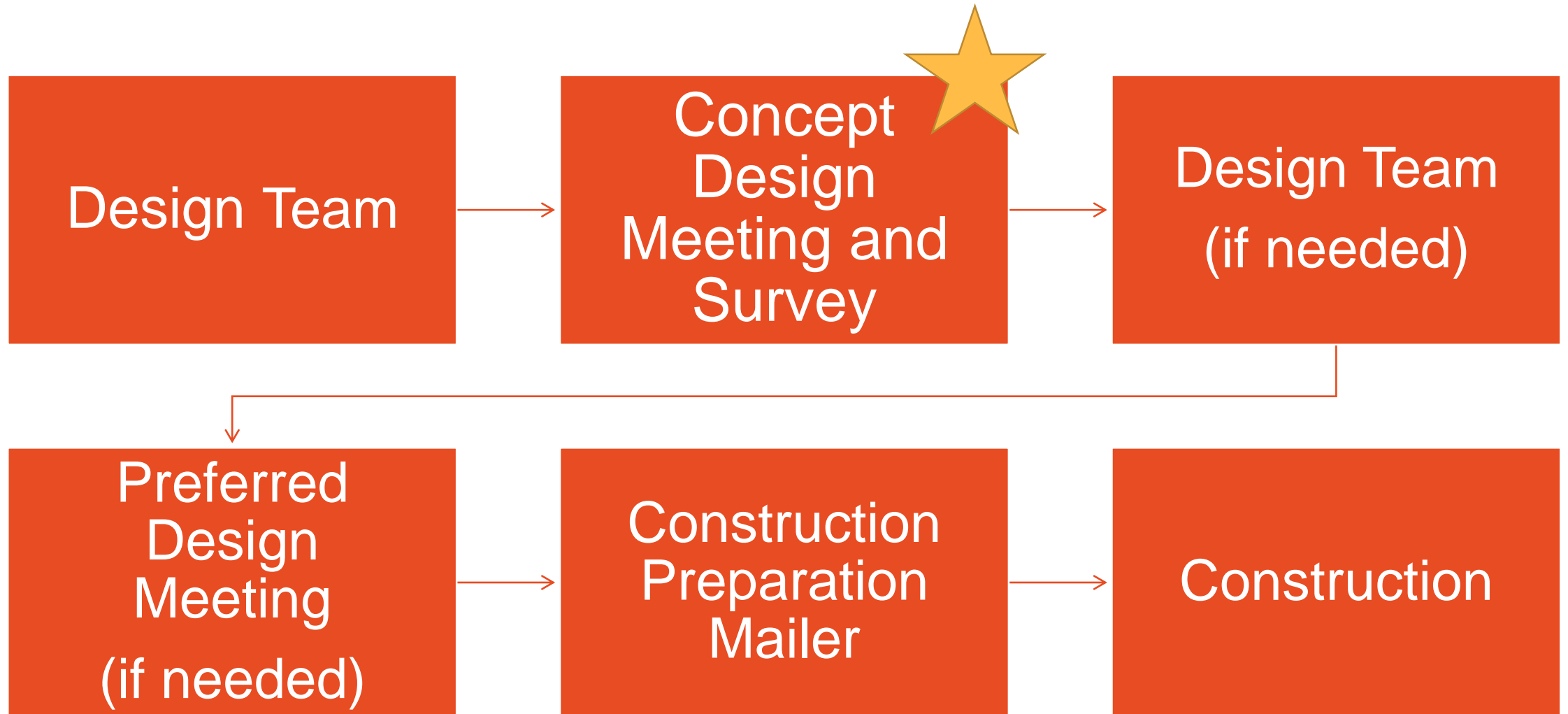
Introductions

- Moore & Bruggink, Inc. (Engineering Consultant)
 - Al Pennington

City Staff

- Community Engagement – Layla Aslani
- Engineering – Breese Stam
- Traffic Safety – John Bartlett and Kristin Bennett

Road Design and Construction Process



Agenda

- Introductions
- Project Overview
- Guiding Documents and Principles
- Concept Design
- Discussion

STREETS ARE VITAL FOR



RESIDENTIAL

INCREASED PROPERTY VALUES AND
BETTER MOBILITY (CARS, BIKING, WALKING
AND BUSES)



SMALL BUSINESS

CUSTOMERS NEED TO SAFELY REACH
RETAILERS & RESTAURANTS IN THE AREA



BIG BUSINESS

STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS

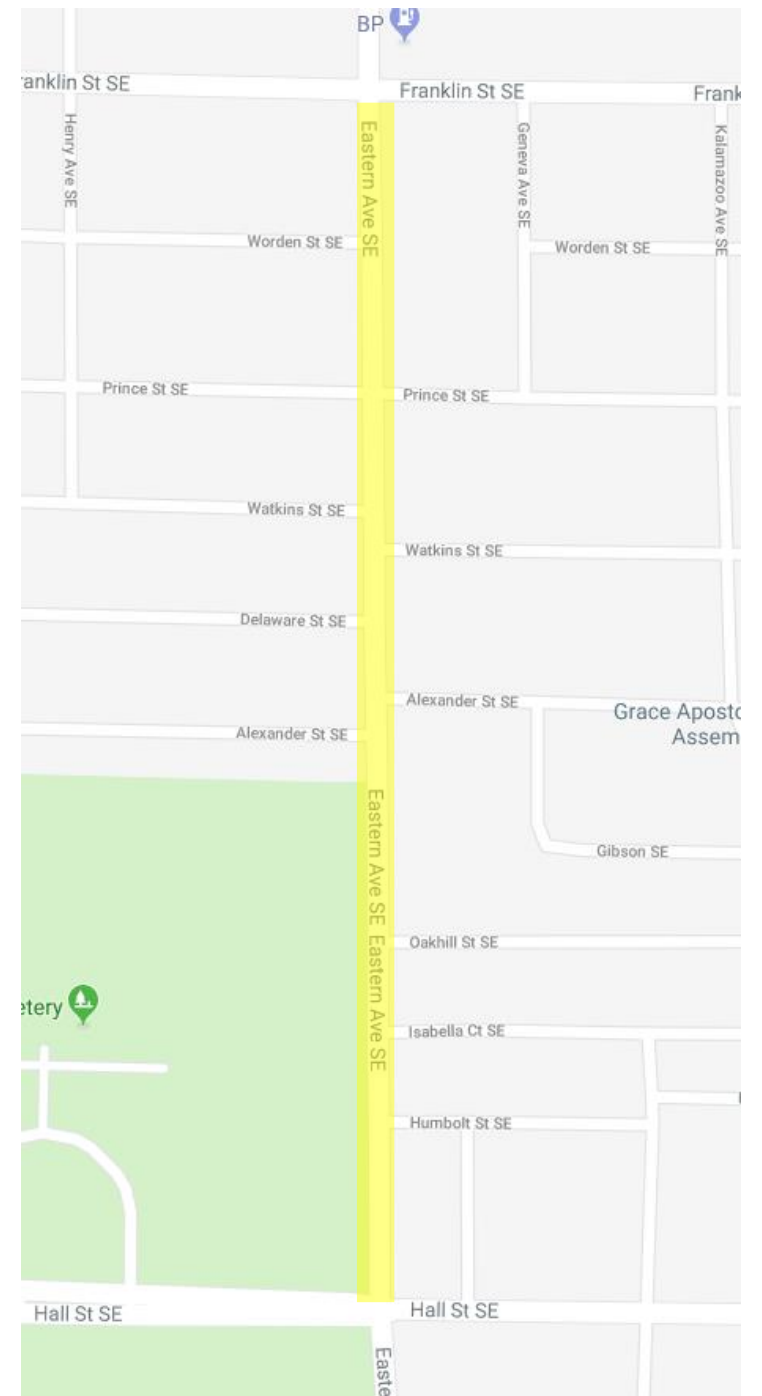


Project Overview



Project Details

- Hall St. to Franklin St.
- Resurfacing project
- Sidewalks fixed where needed
- August-October 2019



Existing Conditions

- Street pavement condition rating of 2 to 3
- 66 foot public right of way
- 44 foot road width



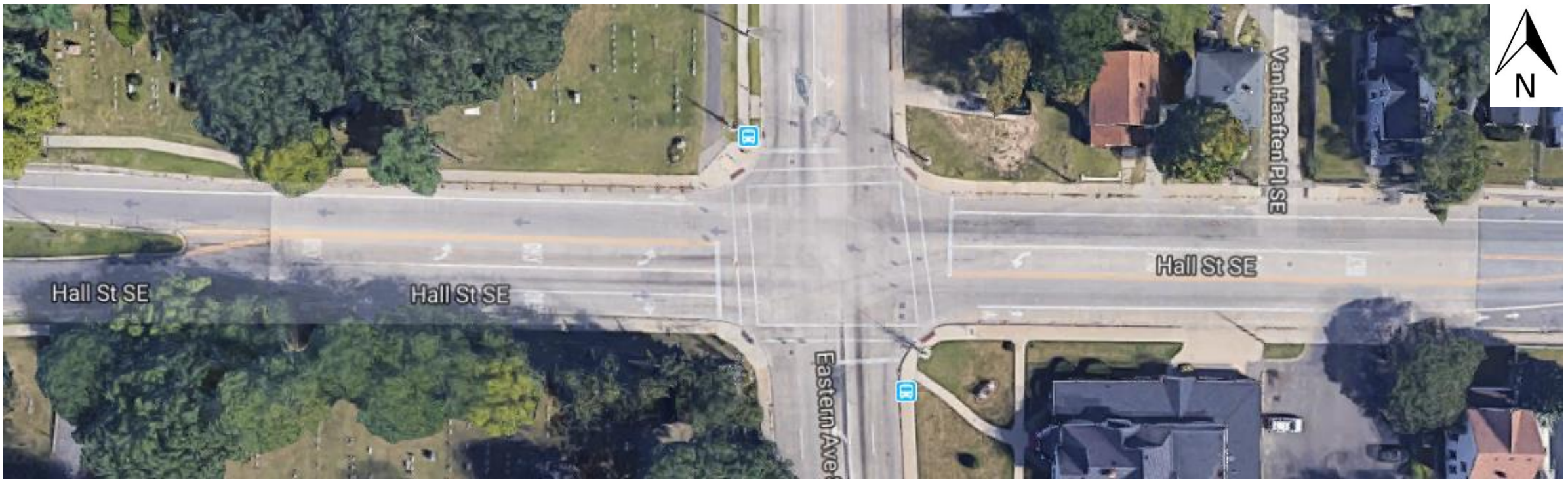
Existing Conditions

- One lane in each direction
- Parking on east side only



Existing Conditions – Eastern Ave. and Hall St. intersection

- *Eastern* = two through lanes plus left turn lanes north/southbound; Rapid bus stops on NW and SE corners
- *Hall* = one through lane, bike lane east/westbound plus left turn lanes; eastbound bike lane on Hall dropped at intersection for right turn lane



Existing Conditions — Eastern Ave. and Franklin St. Intersection

- *Eastern* = one through lane and a left turn lane on north/southbound
- *Franklin* = one through lane east/westbound plus left turn lane, Rapid bus stops on NE/SW corners



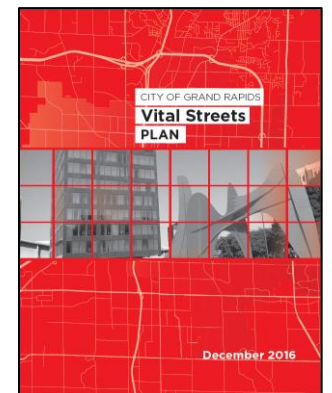
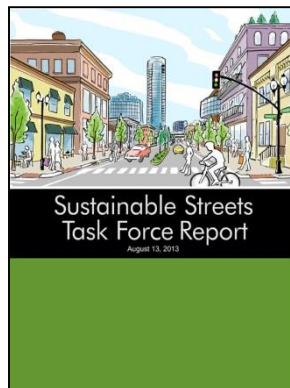
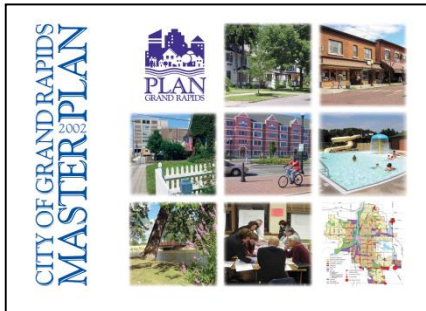


Guiding Documents and Principles



Guiding Documents

- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2015 GR Forward
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan (draft)



Sustainable Streets Task Force Vision

City Streets and rights-of-way will be accessible, attractive, and safe, serving people of our community, contributing to the livability of our neighborhoods and business districts and increasing economic opportunity to individuals, businesses, and new development.

Infrastructure assets will be maintained and well-managed, using a multi-faceted funding strategy and innovative approaches to preserve our investment.



Complete Streets

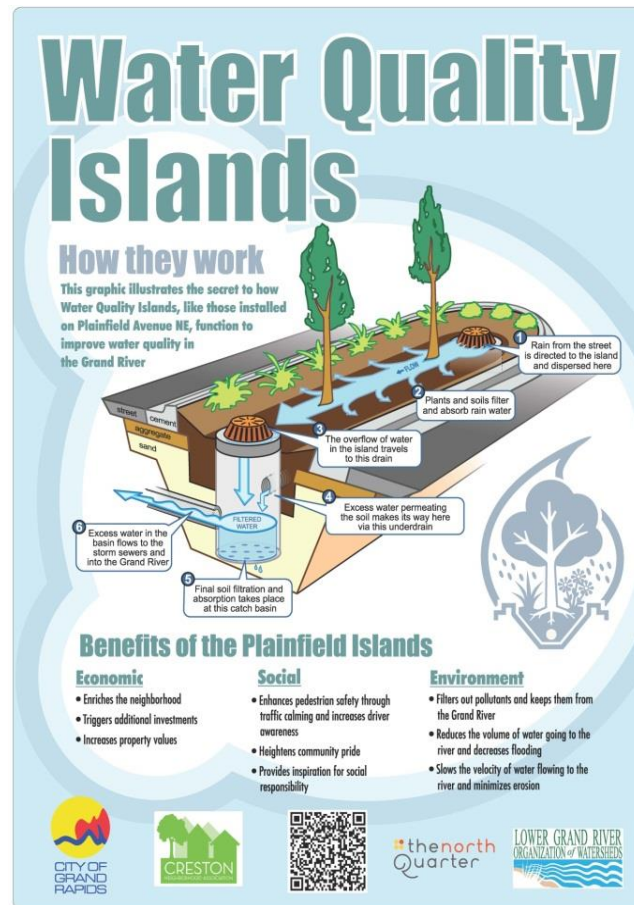
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ PA 134 of 2010



Vital Streets

Complete streets + green infrastructure



All users include:

- People walking
- People driving
- People biking
- All ages, including seniors and children
- People of all abilities
- Trucks
- Buses



Why all users?

- **1/3rd** of the population does not drive
- Aging population:
 - **1 in 5** seniors do not drive (AARP)
 - Most seniors outlive their ability to drive by **7 to 10** years (AARP)
- Ability:
 - **20%** of Americans have a disability that limits their daily activities (Census)
 - **Nearly half** of people 65 and older have a disability (Census)

Why all users?

- Young people:
 - **1/4th** do not have a driver's license (U.S. PIRG)
 - 2001-2009 vehicle trips declined by **23%** (U.S. PIRG)
 - Trips by bike ↑ **24%**, ↑ walking **16%**, ↑ transit **40%** (U.S. PIRG)
- Expense:
 - Average cost of owning and operating one automobile (2018): **\$10,213/year** (AAA)
 - Average household transportation costs (Grand Rapids MSA, 2015): **\$11,497/year** (H+T Index)

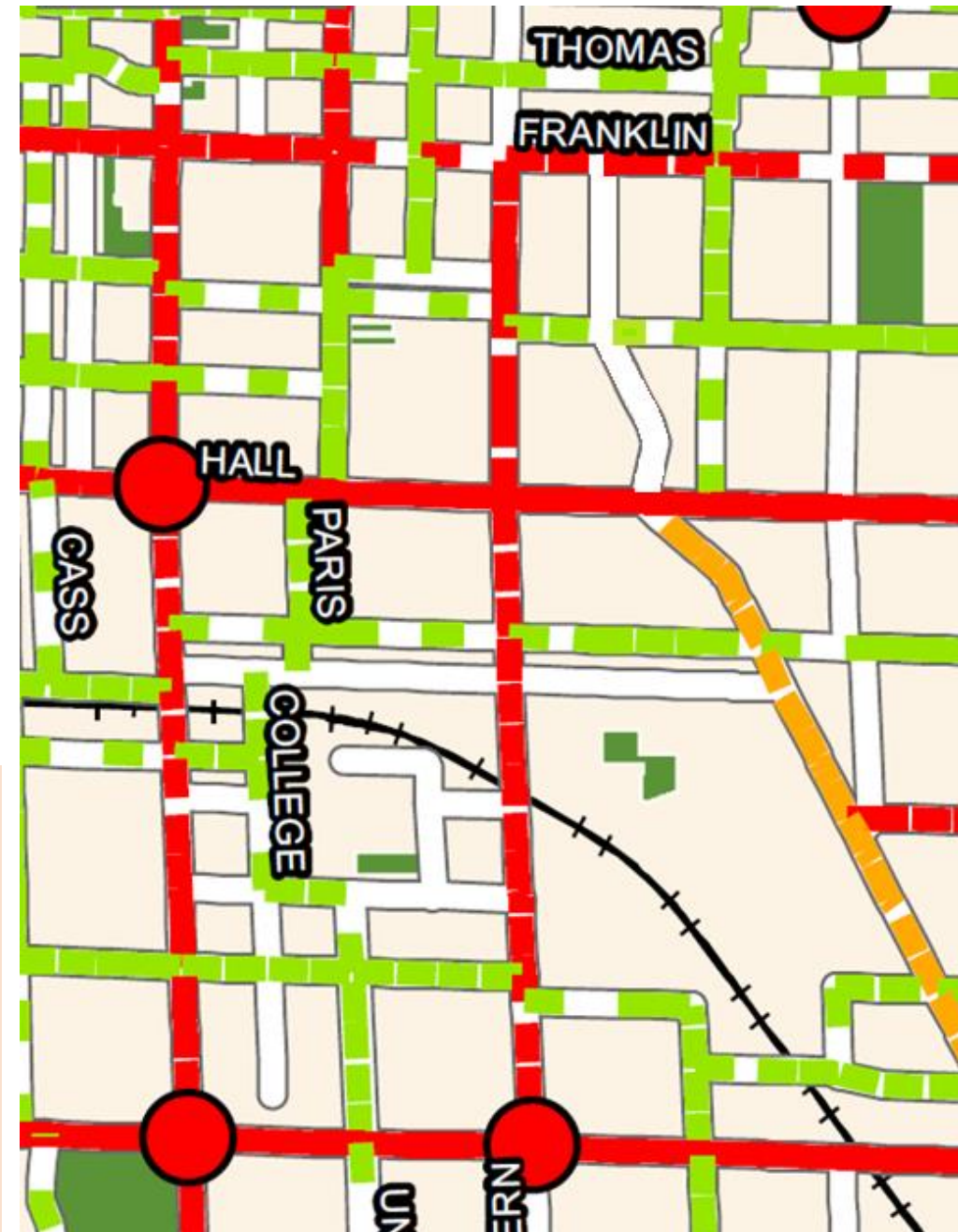
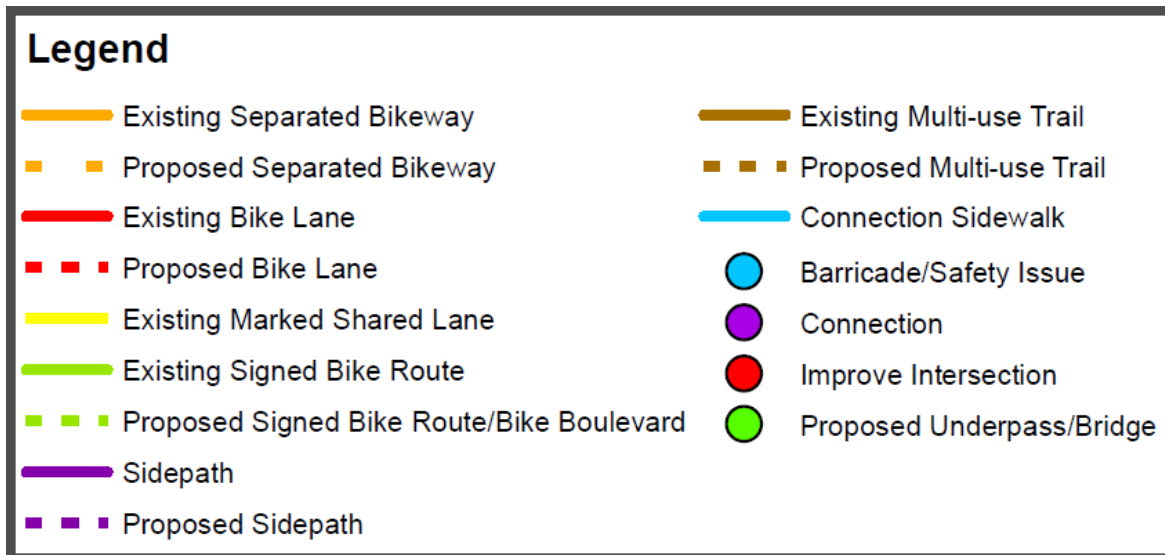
Vital Streets Income Tax

- 70% good and fair goal
- Passed in 2014



Draft Bicycle Action Plan

- Eastern Ave. (Burton St. to Franklin St.) proposed for bicycle lanes
- Existing bicycle lanes on Burton St., Hall St.
- Proposed bicycle lanes on Franklin St.
- Proposed bicycle routes – Griggs St., Alexander St., Adams St. cross Eastern Ave.



Urban Tree Canopy

- 40% urban tree canopy goal
- This area has 31% to >40% canopy

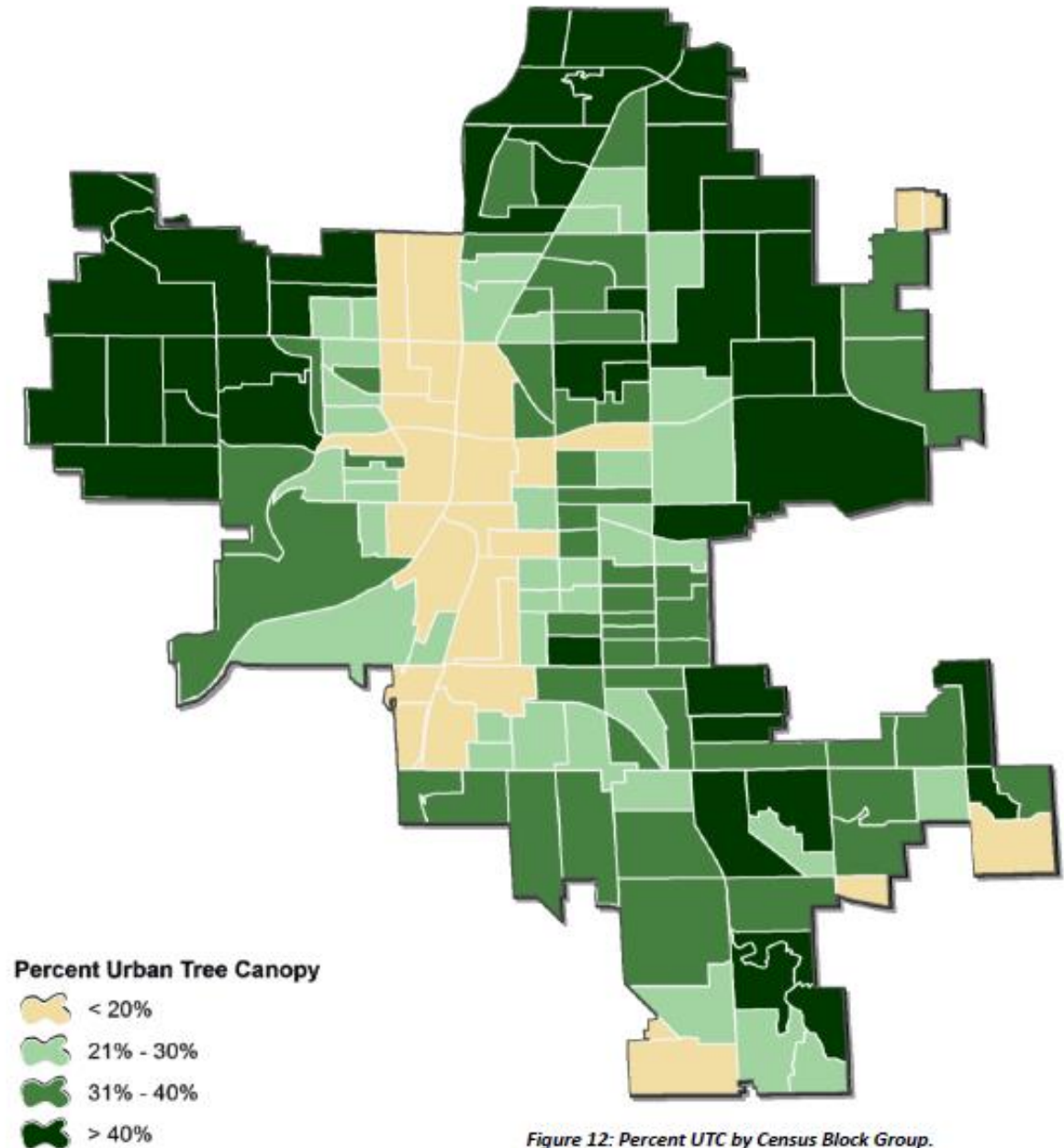


Figure 12: Percent UTC by Census Block Group.

Why Urban Tree Canopy?

- Environmental quality
- Public health
- Water quality
- Property value
- Aesthetics

34%

*Average (UTC) in
Grand Rapids*

\$2.64

million*

*Annual Ecosystem
Services*

-0.7%

*Percentage Point
UTC Change from
2005-2014*

7,032

*Acres Possible
Planting Area*

1,640

*Acres Increase
Needed to Meet
40% UTC Goal*



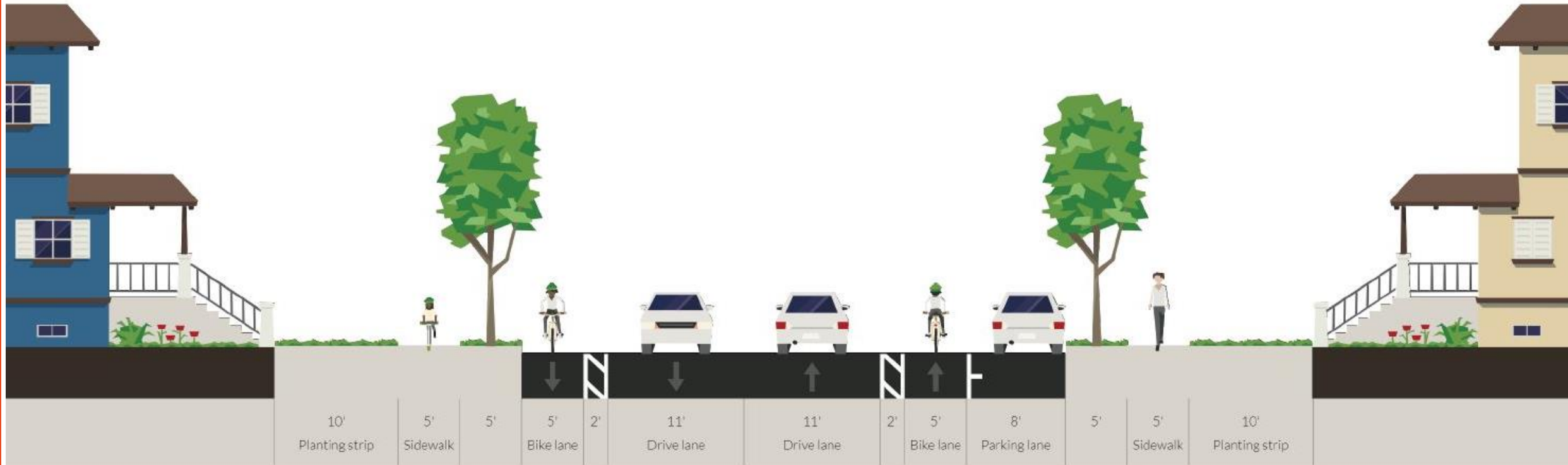
Concept Design



Concept Design

Cross Section Except Hall St. and Franklin St. Intersection

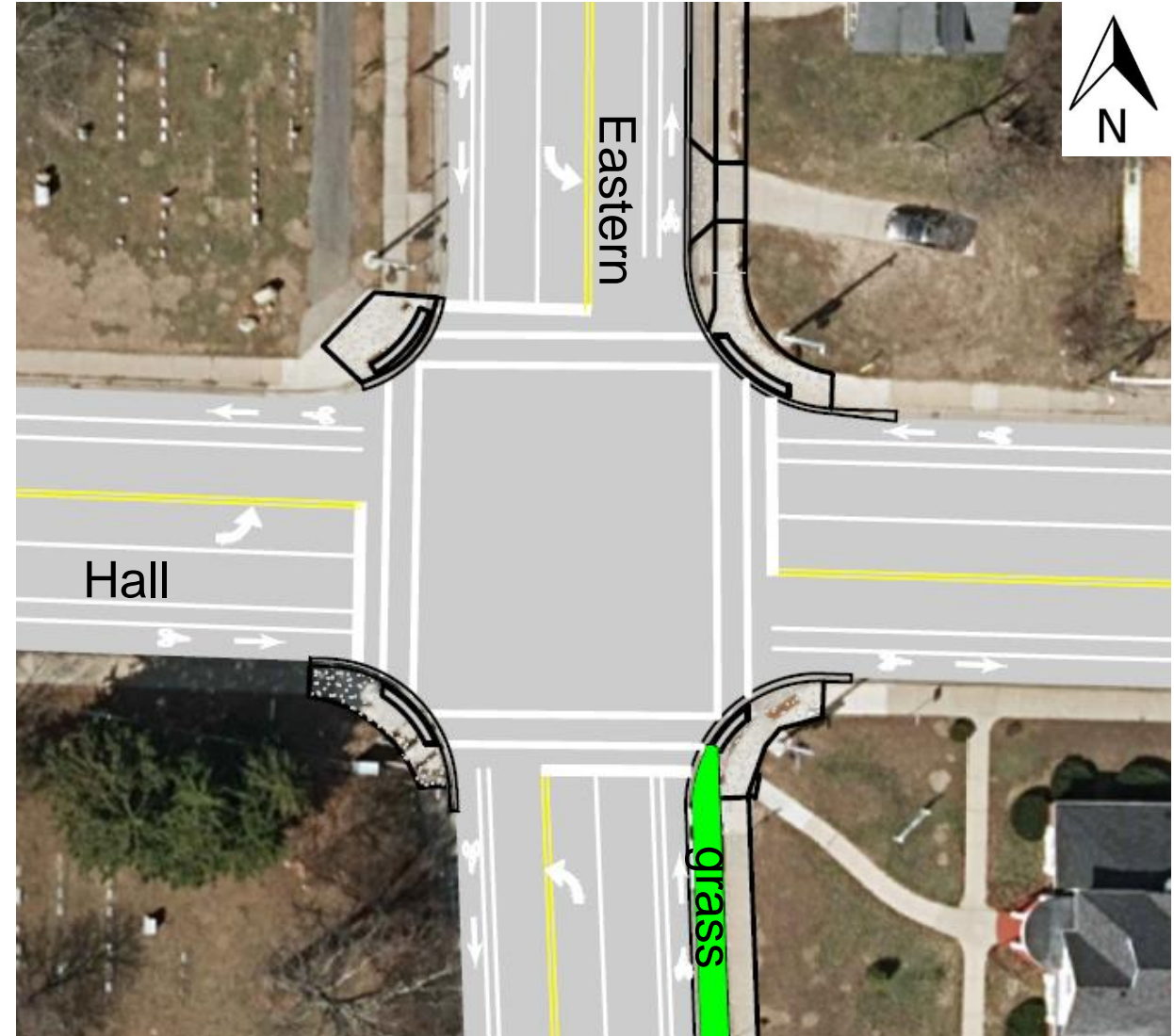
- Buffered bicycle lanes on both sides of street
- Parking remains on east side of street



Concept Design

Eastern Ave. and Hall St. Intersection

- NB and SB Eastern Ave. reduced from two through lanes to one through lane to bring bicycle lanes through intersection
 - Left turn lanes remain
- Grass parkway added on southeast corner
- Hall St. EB right turn lane removed to bring bicycle lane through intersection

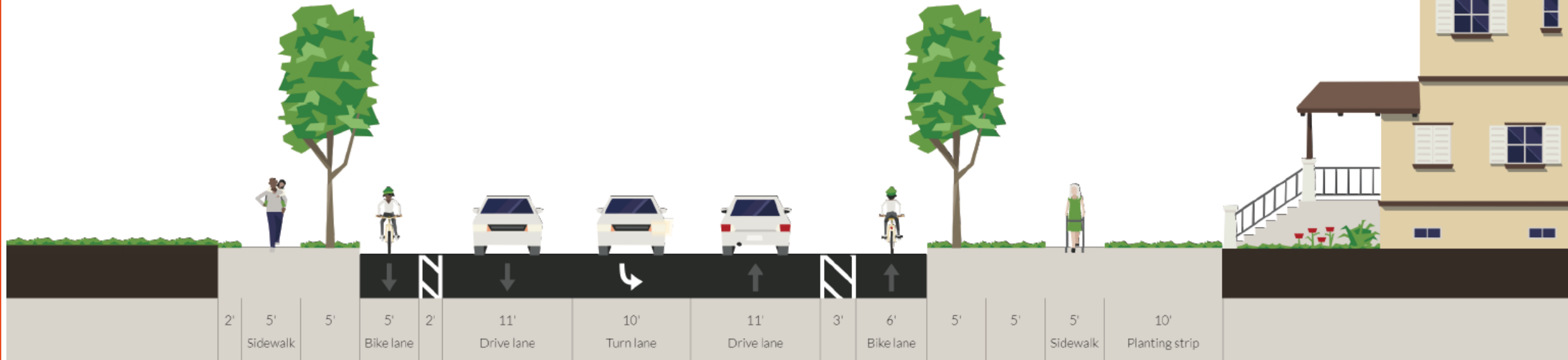
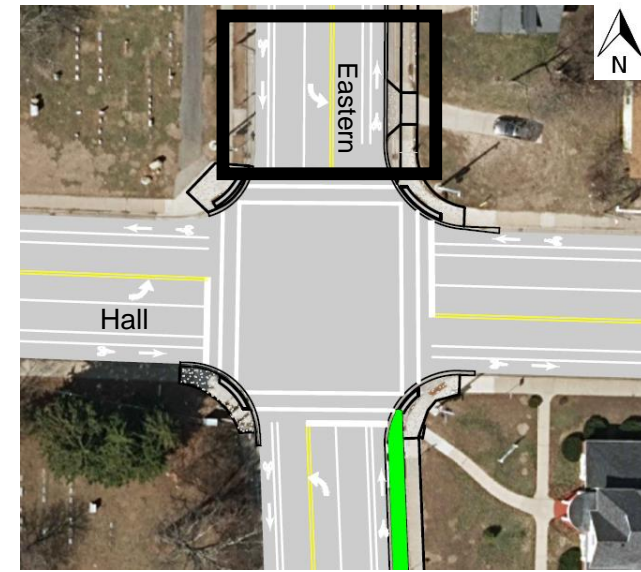


Concept Design

Eastern Ave. and Hall St. Intersection

North Leg Cross Section

- NB and SB Eastern Ave. reduced from two through lanes to one through lane to bring bicycle lanes through intersection
- Left turn lane remains



Concept Design

Eastern Ave. and Franklin St. Intersection

- Through lanes narrowed on Eastern Ave. to bring bicycle lane to intersection south of Franklin St.
 - Left turn lanes remain
- Parking removed between Worden St. and Franklin St.
- Franklin St. remains the same

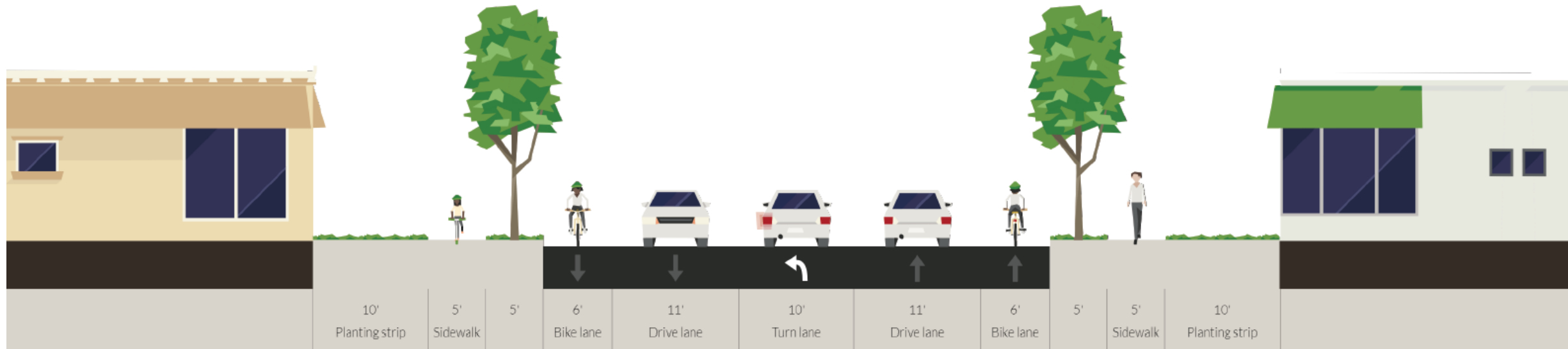
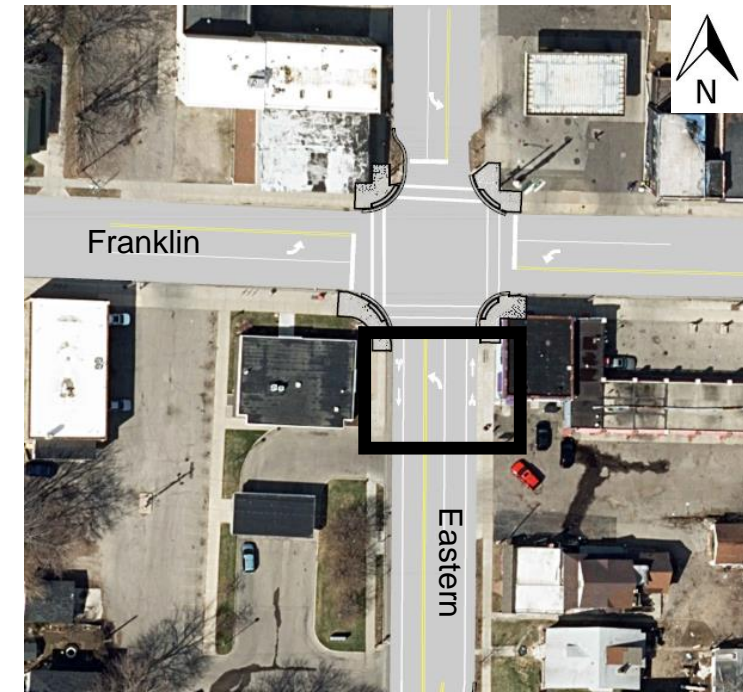


Concept Design

Eastern Ave. and Franklin St. Intersection

South Leg Cross Section

- Through lanes narrowed on Eastern Ave. to bring bicycle lane to intersection
 - Left turn lane remains

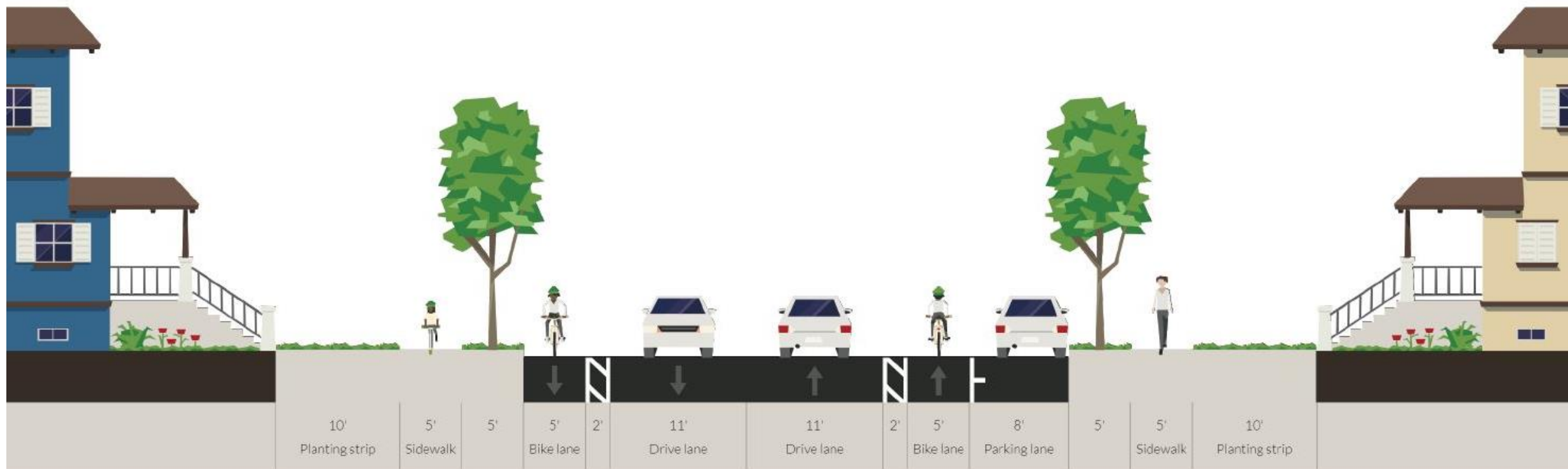




Discussion



Discussion



Contact Information

- Road construction website:
grandrapidsmi.gov/roadconstruction
- City phone number: 311 or 456-3000

